



King County

Metropolitan King County Council Budget and Fiscal Management Committee

Agenda Item No.:	<u>3</u>	Date:	<u>June 21, 2012</u>
Proposed No.:	<u>2012-0202</u>	Prepared By:	<u>John Resha</u>

STAFF REPORT

SUBJECT:

Proposed Ordinance 2012-0202 would authorize the King County Executive to execute agreements related to a sports and entertainment arena in the SoDo neighborhood in Seattle. The agreements include a memorandum of understanding (MOU) with the City of Seattle and ArenaCo, and an Interlocal agreement (ILA) with the City.

Today's briefing focuses on the Seattle Arena Multimodal Transportation Access and Parking Study (Study).

SUMMARY:

The Study appears to be a reasonable approach to identifying transportation access and parking issues for an event location in an area being built out to support events with more than three times the capacity of the proposed arena. Analysis of the Study, however, produced a number of findings for consideration and it should not replace the need for a rigorous traffic analysis as part of a formal development application or ongoing transportation coordination, planning or management.

Staff are working with the Arena Proposal Expert Review Panel (APERP) to identify and evaluate potential policy issues. And while the members of the APERP did not directly contribute to this staff report, their deliberations helped shape its context and analysis. The below issues are intended to be the subject of continued discussion with the APERP members for further discussion and exploration.

Land Use Issue 1: Environmental review

LU-1: An explicit statement by the City regarding the requirement for a unique EIS as part of the SEPA review related to the arena proposal MUP process could add additional assurance to the public for further input and scrutiny.

Land Use Issue 2: Gentrification

LU-2: Land use decisions are the prerogative of the City, and the City has made no statements about pushing industrial uses out of the area. As investment in a neighborhood can be a catalyst for redevelopment, this concern will likely remain.

Trip Generation Issue 1: Events Schedule

TG-1: The proposed arena does not appear to generate greater weekday traffic impacts than the district already experiences, however, the underlying policy question remains: While the roadway network can accommodate the growth in traffic, does the increase in the number of days of congestion create too great of a community impact?

Transportation Issue 1: Freight Access in an already congested environment

T-1: While existing traffic conditions are uncomfortable, a number of road projects are currently underway to alleviate the bottlenecks in the area. These projects were requested by and endorsed by the freight community.

Transportation Issue 2: Freight Access in a growing Port environment

T-2: If the proposed Arena can adequately demonstrate its collaborative approach to trip impacts on major dual event days, the Port's concerns may be reasonably addressed.

Transportation Issue 3: Congestion's impact the Port's future growth

T-3: While an arena in the area of the Port will not be without transportation impacts (especially should Seattle's professional sports teams concurrently make the playoffs) there are more significant infrastructure issues that already exist today such as rail and Interstate capacity that constrain the Port's future growth.

Transportation Issue 4: I-5/I-90 interchange impacts

T-4: Washington State Department of Transportation (WSDOT) historic traffic data is being reviewed to identify whether a correlation exists between game days and non-recurrent traffic congestion.

Transportation Management Issue 1: Pedestrian Access

TM-1: It is unclear as to whether ArenaCo has considered specific pedestrian mitigation projects or factored such projects into their cost estimations.

Transportation Management Issue 2: Traveler Information

TM-2: Investments in real-time information systems/resources for both trucks and event attendees have proven effects and should be further explored for their specific application to the proposed arena and its traffic impacts.

Transportation Management Issue 3: Existing two-way event coordination agreements would need to be renegotiated with a third major venue

TM-3: To successfully manage access to and from the district, the two stadiums and the arena would need to negotiate cooperative agreements on access and dual events.

The City would also need to review membership in the Parking and Access Review Committee and its functionality with a third events facility.

BACKGROUND:

The Seattle Supersonics (Sonics) played in Seattle from 1967 to 2008. In 2006, the team was purchased by an Oklahoma-based ownership group, which moved the team to Oklahoma City before the 2008-2009 National Basketball Association (NBA) season. On February 16, 2012, the Seattle Mayor and King County Executive announced that they were working with Chris Hansen, a private investor, (ArenaCo) on a proposal to develop an arena south of Safeco Field and Century Link Field. The proposed arena would have the ability to host a NBA and National Hockey League (NHL) team.

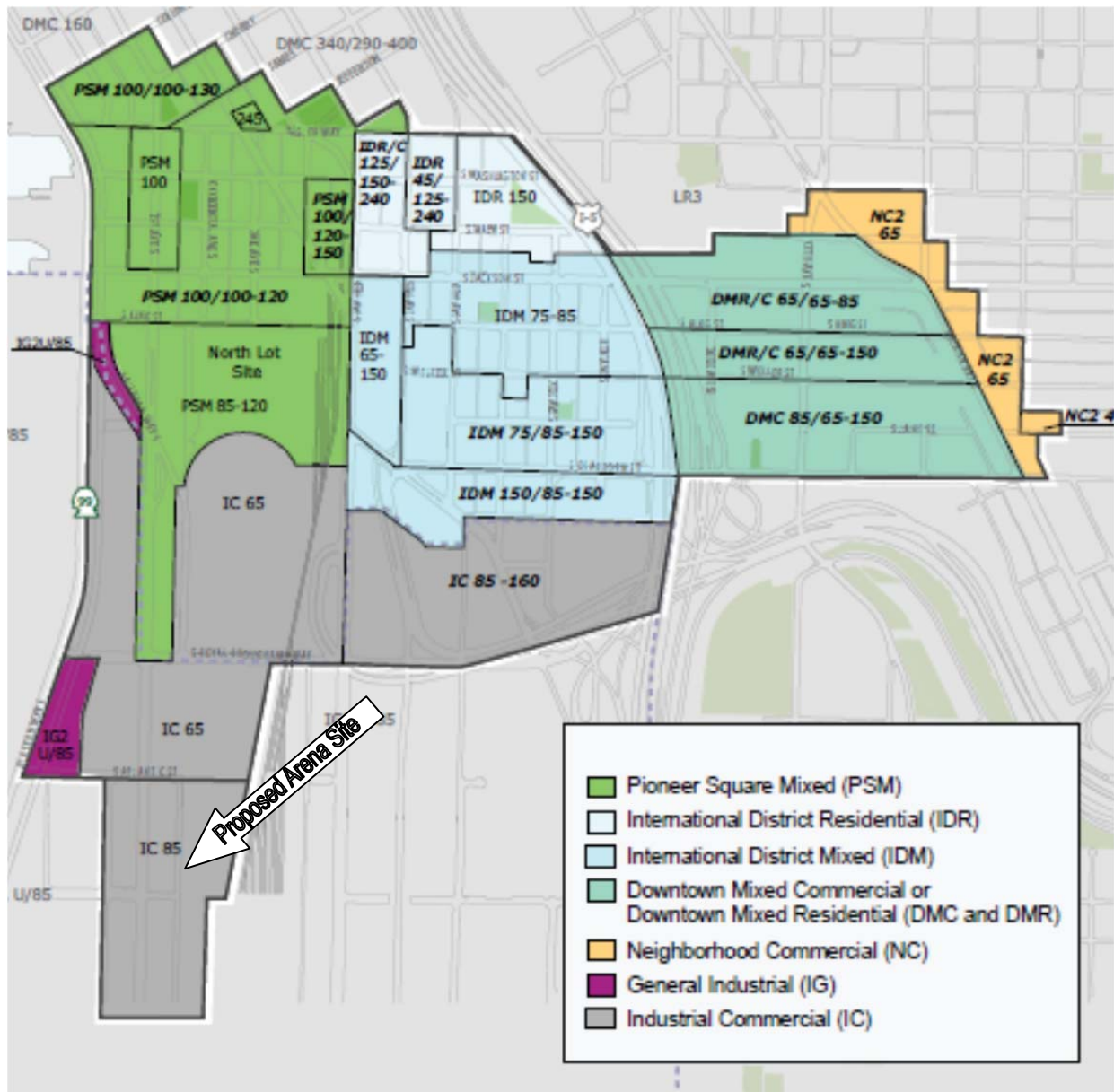
According to transmittal documents, the 700,000 square foot arena would accommodate approximately 19,000 attendees for concerts, 18,500 for NBA games, and 17,500 for NHL games.

On May 23, 2012 the City of Seattle (City) released its Multimodal Transportation Access and Parking Study (Study). The Study was conducted by Parametrix, funded by ArenaCo and managed and produced under the direction of City Department of Transportation (SDOT) staff. The following company description was obtained from Parametrix:

Parametrix is a 100-percent employee-owned firm dedicated to providing quality transportation planning, engineering, environmental documentation, and construction management expertise on a wide variety of transportation projects. The firm is ranked by various state and regional entities as one of the top five firms in the Puget Sound region. Office locations include: Bellevue, Puyallup, Auburn, and Bremerton, Washington; Portland, Oregon; Boise, Idaho; and Albuquerque, New Mexico. Parametrix has led multi-modal transportation planning work on the SR 520 Bridge Replacement Project, Mukilteo Multimodal Ferry Terminal, Lynnwood Link Light Rail Extension and many other projects. Parametrix has also led the preparation of environmental impact statements on some of the largest and most complex transportation infrastructure projects including: Alaskan Way Viaduct Replacement, Columbia River Crossing, Central Link, North Link, and Lynnwood Link Light Rail, and the SR 520 Bridge Replacement project.

Land Use and Zoning

The arena is proposed to be within the South Downtown Neighborhood of the City. The land use for this neighborhood was updated in 2011 following a broad community and environmental review of the proposed land uses. As a result, the below zoning map from the City's website reflects the adopted zoning.



The proposed arena site would be in a location zoned Industrial Commercial. In accordance with Seattle Municipal Code (SMC) 23.50.012, spectator sports facilities, as contemplated by this proposal are expressly permitted within this zoning.

In addition to being within the South Downtown Neighborhood, the arena site is contemplated in an area with the Stadium Transition Area Overlay District as codified in SMC 23.74. Relative to the purpose of overlay districts, SMC 23.59.010 states that:

"Overlay districts are established to conserve and enhance The City of Seattle's unique natural marine and mountain setting and its environmental and topographic features; to preserve areas of historical note or architectural merit; to accomplish City policy objectives for specific areas; to assist in the

redevelopment and rehabilitation of declining areas of the City; to balance the needs of Major Institution development with the need to preserve adjacent neighborhoods; and to promote the general welfare by safeguarding such areas for the future use and enjoyment of all people."

Land Use – Transportation Linkage

Washington Administrative Code 356-196-840 defines the linkage between land use and transportation through the concept of concurrency. This WAC establishes that:

"...those public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimum standards."

Transportation is explicitly discussed in this WAC as a subset of those public facilities. Simply put, state law establishes that transportation is like power, water and sewer, it is a utility designed to support development and that it needs to be implemented sufficient to support development.

This WAC goes on to establish that the responsible local planning jurisdiction is responsible for establishing and regulating local level of service standards and the compliance with those regulations. For purposes of the arena proposal contemplated by Proposed Ordinance 2012-0202, the City of Seattle has the responsibility for land use, zoning and concurrency, including transportation infrastructure.

Multimodal Transportation Access and Parking Study

The study was developed with the purpose of evaluating the multimodal transportation access and parking infrastructure in the area of the proposed arena relative to the potential impacts of the proposal. The Study is not intended to replace the requirement for a detailed traffic impact analysis of a submittal in support of a development application, but it is intended to provide a high-level review of:

- The proposed arena and events as they would integrate with other events in the area;
- Traffic and Parking access;
- Transit Access;
- Freight Transportation; and
- Transportation Management Plan issues

ANALYSIS:

Land Use and Zoning

The proposed arena, with a location bounded by S. Holgate Street, S. Massachusetts Street, First Avenue S., and the Sounder rail maintenance yard, is consistent with existing zoning, and does not appear to require a text amendment to the City's Land Use Code. Additionally, the proposal contemplates the vacation of Occidental Avenue

S. between S. Holgate Street and S. Massachusetts Street for development of the proposed arena, and for events, a pedestrian plaza between Edgar Martinez Drive S. and S. Massachusetts Street.

For permitting purposes, SMC requires that for development of spectator sports facilities, a Master Use Permit (MUP) will be required. The process for a MUP is set forth in SMC 23.76. The street vacation process will be governed by a separate permitting process. Key to the MUP for this proposal is the requirement for a Transportation Management Plan (TMP), as has been required for the other stadium in the Stadium Transition Area Overlay District. (Note: TMPs are discussed in depth later in this staff report.)

Since the land use is a permitted land use requiring no text amendments, staff inquired about the level of scrutiny that will be applied through the State Environmental Protection Act (SEPA) review process. While the proposal does not appear to expressly require the development of a complete Environmental Impact Statement (EIS) for the development, City staff have stated that the proposal will *likely* be required to complete a rigorous EIS with all of the required analysis and documentation consistent with the City's Code.

The Multimodal Transportation Access and Parking Study

The Study was developed to be a fatal flaw analysis, meaning a study to identify if there were any transportation access or parking issues that could not be reasonably managed or mitigated in some way. The Study was not intended to take the place of a detailed traffic analysis, management or mitigation review, and should not be viewed as the final, definitive statement on transportation impacts of the arena proposal.

While the Study does not identify any fatal transportation access or parking flaws, this staff report reviews the report and integrates some of the comments and public questions identified to date.

The Basis for Transportation Impacts – Event Schedule

As an event based land use, transportation impacts are determined by the number of events, their size and their concurrence with other events at Safeco Field and the CenturyLink Field and Events Center. The Study uses the joint calendar developed by the two other venues in the area, and adds NHL, NBA and WNBA as well as new events at the proposed arena. Table 1 summarizes the event size assumptions used for calculating impacts.

Table 1: Seating assumptions for event calculations

Scenario	Assumed Attendance Level		Notes
Base	NFL	67,000	
	MLB*	30,000	Weeknight
	MLB*	37,000	Weekend
	MLS	38,500	

	NBA	20,000	
	WNBA	8,000	
	NHL	20,000	
Mariners High Season	MLB	41,000	Weeknight
	MLB	47,000	Weekend
Banner Year	MLB	47,000	Sellout for playoffs

*2011 Mariners average attendance 23,500

Events, such as concerts and public or private events were included based on historic and planned activity for the exiting sites plus a comparable events schedule for the proposed arena to that of Key Arena (less any events that were specific to Key Arena). For purposes of the Study, Table 2 summarizes the number of new events added by the proposed Arena

Table 2: Number of New Events Integrated into the Calendar

Scenario	Number of Events	
Base	NBA	45
	WNBA	20
	NHL	45
Playoff Games for Banner Years	NBA	16
	WNBA	7
	NHL	16
Events	- -	42
Total Potential New Events		191

Chart 1 provides an different view of the events schedule than that of the Study by summarizing the total weekday event attendance for all weekday events.

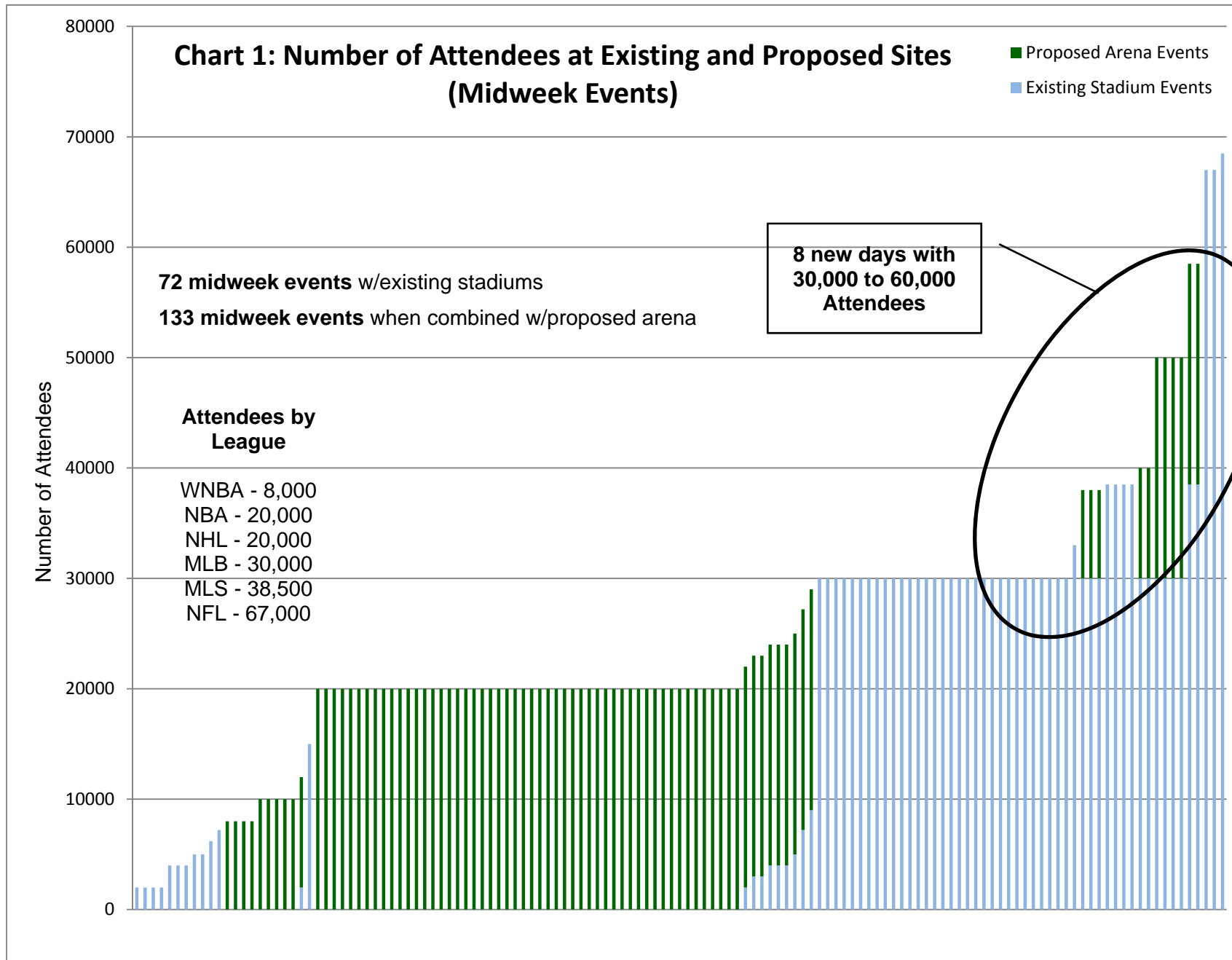
Traffic and Parking Access

In terms of trip impacts, Table 3 compares the planning assumption for attendees' mode of travel for the Study as compared to the reported (actual) attendee mode of travel for Mariner and Seahawks games.

Table 3: Travel Mode Comparison

Mode of travel	Proposed Arena			Seahawks Game			Mariners Game		
	20,000 Attendees			67,000 Attendees			30,000 Attendees		
	% of Trips	# of Trips	# of vehicles	% of Trips	# of Trips	# of vehicles	% of Trips	# of Trips	# of vehicles
Auto	81.0%	16,200	6,022	57.1%	38,257	14,222	82.0%	24,600	7,785
Transit*	13.0%	2,600	0	32.8%	21,976	0	12.0%	3,600	0
Bike/Walk	6.0%	1,200	0	6.0%	4,020	0	7.0%	2,100	0
Drop Off	0.0%	0	0	3.6%	2,412	0	0.0%	0	0
Other	0.0%	0	0	0.4%	0	0	0.0%	0	0

*Transit includes Bus, Light Rail, Sounder, Passenger-Only and Other Walk-on Ferry

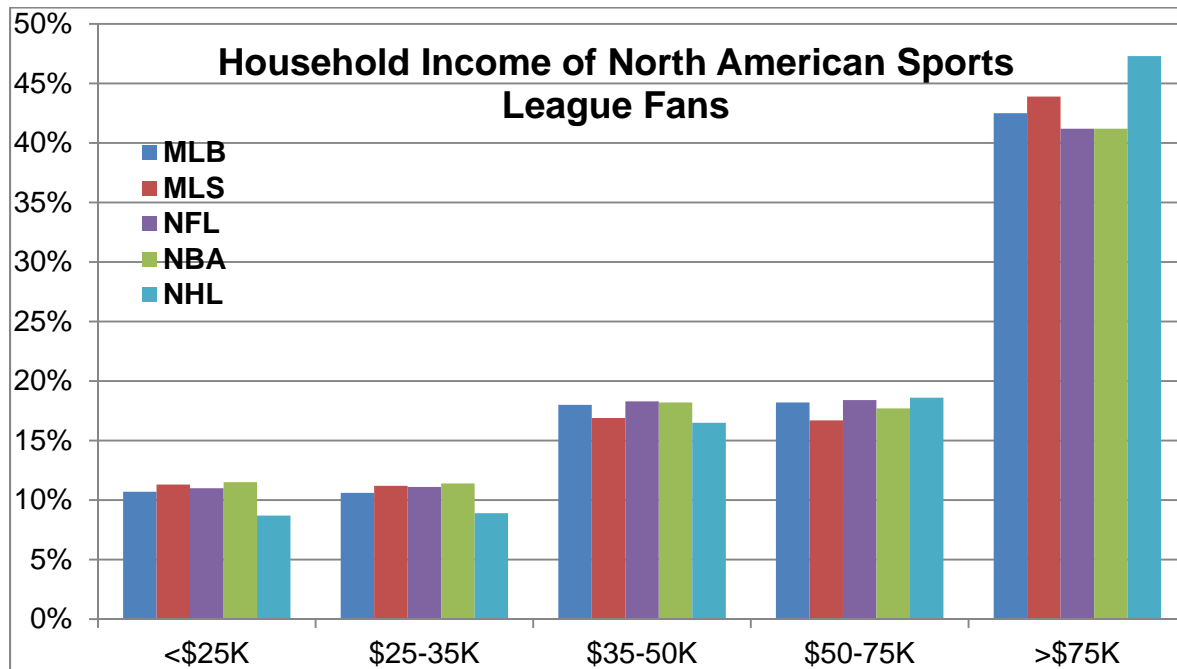


This means that for combined event days, the parking and traffic requirements of the proposed arena and Safeco Field are comparable to that of a Seahawks game day.

Questions have been raised about whether the demographics of the fans for a new proposed NBA arena would support multimodal access. However, data does not appear to support that conjecture that basketball fans have a higher income than other fans and therefore less likely to use transit.

The household income of an average Metro Transit rider is \$72,857 according to Metro's 2010 Rider Survey.

The household income of an average fan of the various professional franchises that would be located in the Stadium District are similar, though the NBA and NFL appear to have a smaller percentage of fans with household incomes over \$75,000 as shown in the below chart.¹



The Study bases its high level review of vehicle access based on the travel conditions likely in 2016. 2016 is the earliest projected date an arena could be built and incorporate a full season of an NBA or NHL franchise. This date is also after the projected completion date of a number of significant transportation projects including:

- East Marginal Way Grade Separation, improving Port access to the rail yards – (Phase 1 complete);

¹ Sports fan demographic data obtain from the [June 9, 2010 edition of the Sports Business Daily](#) using data obtained from Scarborough Sports Marketing

- Spokane Street Viaduct Widening, including new access ramps to/from 1st Ave. and 4th Ave. – (underway);
- Surface Alaskan Way and the SR 99 Tunnel – (construction beginning);
- SR 519 projects – (underway);
- South Atlantic Street Overcrossing, providing a bypass route over the heavily used train building spur crossing S. Atlantic Street (project just bid); and
- First Hill Streetcar line (project just funded)

These projects will create a roadway network that provides easier access to the various north-south corridors in the area. The changes will enable the roadway network to shift vehicle trips away from the heavily congested intersection of 1st Ave. and S. Atlantic Street letting the capacity of the roadway network work better.

For general planning purposes the Study assumed the general traffic patterns shown in Figure 1.

Table 2, above, shows the Study's anticipated 81% of attendees coming by automobile. The Study further identifies that each vehicle coming to/from an event will have an average of 2.69 people, creating a need for approximately 6,000 parking spaces to accommodate the attendees of a sold out event at the proposed arena.

The Study identifies approximately 20,000 parking spaces within three quarters of a mile (15 minutes walking distance) of the proposed arena. To meet the proposed arena's needs, the Study contemplates:

- 1,500 new parking spaces provided with the Arena – 25% of needed parking; and
- 1,000 existing parking spaces under contract for the Arena – 17% of needed parking

The remaining 53% (3,500 spaces) would need to be found amongst the more than 16,000 identified on and off-street parking spaces in the area. It is important to note that for future assessment and permitting the City concurs with the Study's assessment of parking capacity.

On single event days and days with a time separation between events, parking will not be of significant concern. On days with concurrent events, sufficient parking supply appears to exist; however, the pedestrian environment, particularly in the areas south and east of the proposed arena site, poses a greater challenge.

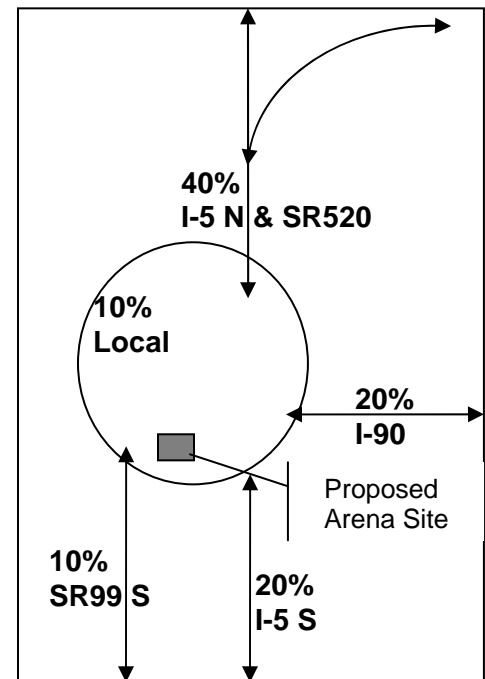


Figure 1: Preliminary Traffic Distribution

This means that parking will tend to take place north of the proposed arena site and likely stretch to the International District and Pioneer Square areas on busy days, creating a greater reliance on pedestrian connectivity and infrastructure.

Transit Access

The study assumed that approximately 13% of attendees would travel to and from the proposed arena by transit² of all types. This rate is comparable to the transit travel rate for Safeco Field and less than that of CenturyLink Field. The rate for the proposed arena translates to approximately 2,600 attendees arriving via transit.

The Study identified the gross capacity of transit that serves the anticipated walk-shed for the proposed arena as summarized in Table 4. This includes transit serving the South Downtown neighborhood area including the Stadium District, the International District and Pioneer Square, and as extended by the Park and Ride network.

Table 4: Gross Transit Capacity Identified for the Study Area

Type of Transit	Capacity
Bus	3,800
Light Rail	5,100
Heavy Rail	3,000
Ferry	4,200

The Study further references that the capacity of transit in 2016 will grow with subsequent implementation of light rail by 2020 and 2025.

Important to the reliance on transit, as well as parking, is a pedestrian environment that is supportive of large populations feeling safe as they connect with their mode of travel. As was noted earlier in the staff report, a significant portion of the study area has a poor pedestrian environment. Experience and studies have shown both that a walking distance of greater than 0.5 miles can be a deterrent to some individuals, and that longer walking distances can be expected in communities with a strong multimodal culture³ as exists in the Seattle area.

Freight Transportation

The proposed arena site is in an area of significant regional freight activity. The gates for the Port of Seattle (Port), Terminal 46 is within three blocks of the proposed arena site, along with all of the other Port terminals. Burlington Northern Santa Fe and Union Pacific railroads both have significant rail operations in the immediate vicinity to service the Port operations.

The Port currently handles approximately 2.2 million TEUs (twenty foot equivalent units of freight) on an annual basis, which according to the Port, equates to approximately 1.2

² For purposes of the Study, transit includes buses, bus rapid transit, streetcar, light rail, heavy rail, and passenger and walk-on ferry but no measurable affect from private or charter bus service.

³ A multimodal culture exists in communities where it is more normal for people to rely on and regularly use transit and walking as ways to get to their destinations

million containers due to the size of the actual containers. Currently, approximately 70% of all container traffic is distributed out of the Port via rail throughout the United States.

The Port is currently visioning its growth and set a goal of growing to 3.5 million TEUs over the next 25 years. Per the Port, the projects necessary to grow to 3 million TEUs are being constructed now. The Port has also identified a list of projects necessary to grow to 3.5 million TEUs, the most significant of which are to address rail capacity issues including:

- Crowning Stampede Pass⁴ - \$1.5 - \$2 Billion;
- New Sound Transit/BNSF agreement; and
- A Duwamish rail corridor concept - \$12 Million

ISSUES

Staff are working with the Arena Proposal Expert Review Panel (APERP) to identify and evaluate potential policy issues. And while the members of the APERP did not directly contribute to this staff report, their deliberations helped shape its context and analysis. The below issues are intended to be the subject of continued discussion with the APERP members for further discussion and exploration.

Land Use Issue 1: Environmental review

Questions have been raised about to breadth and depth of additional environmental review and the timeframe for this review. While City staff have stated an expected requirement for an EIS as part of SEPA, it appears that there may be room for discretionary determination of what level of new environmental review would be required for an expressly permitted land use in an area where the City completed an EIS for the entire neighborhood's land use code when it rezoned the South Downtown Neighborhood in 2011.

LU-1: An explicit statement by the City regarding the requirement for a unique EIS as part of the SEPA review related to the arena proposal MUP process could add additional assurance to the public for further input and scrutiny.

Land Use Issue 2: Gentrification

Concerns have been raised that an arena in the Stadium District will spur redevelopment of the properties in and around the overlay district.

According to the both the proposal and adopted land use map for the area no non-permitted uses are proposed.

⁴ Cost estimates per the Washington State Rail Investment Plan 2006

LU-2: Land use decisions are the prerogative of the City, and the City has made no statements about pushing industrial uses out of the area. As investment in a neighborhood can be a catalyst for redevelopment, this concern will likely remain.

Trip Generation Issue 1: Events Schedule

Based on the data used to develop the Study, a proposed arena will have traffic impacts on the neighborhood. In fact, the schedule suggests that the number of weekdays when there will be events greater than 10,000 attendees will increase from 51 days to more than 118 days. Of that increase, there are an estimated 8 weekdays days when the total event attendees in the district will exceed 30,000, and no additional days weekdays with as many attendees as a Seahawks game with 67,000 attendees.

TG-1: The proposed arena does not appear to generate greater weekday traffic impacts than the district already experiences, however, the underlying policy question remains: While the roadway network can accommodate the growth in traffic, does the increase in the number of days of congestion create too great of a community impact?

Transportation Issue 1: Freight Access in an already congested environment

Concerns have been expressed by industry and the Port regarding the impacts of an additional arena in the South Downtown and Duwamish areas. These concerns are not unfounded in that 6,000 additional vehicles is a significant load on a system that is already occasionally experiencing significant congestion. However, construction is underway that will radically change the transportation infrastructure in the vicinity of the proposed arena.

- East Marginal Way Grade Separation will improve the Port's access to the rail yards once other construction is complete
- Spokane Street Viaduct Widening is adding new access ramps to/from 1st Ave. and 4th Ave, which will distribute traffic into and through the area on multiple streets rather than focus it all on one street
- Surface Alaskan Way and the SR 99 Tunnel will radically change the waterfront traffic by speeding through traffic past downtown and providing a local access boulevard; and
- South Atlantic Street Overcrossing will provide a bypass route over section of rail where very long trains are assembled, thereby clearing a frequently blocked S. Atlantic Street.

T-1: While existing traffic conditions are uncomfortable, a number of road projects are currently underway to alleviate the bottlenecks in the area. These projects were requested by and endorsed by the freight community.

Transportation Issue 2: Freight Access in a growing Port environment

The Port and the freight community have expressed concerns that an arena in the area will limit the expansion capacity of the Port by worsening congestion, especially given the Port's 25 year goal of increasing activity by 60% to 3.5 million TEUs.

Based on discussions with the Port, staff has come to understand that their growth needs may produce a counterintuitive traffic impact. As the Port grows, Port staff described that it would be growing at a rate faster than the local and regional economy, which means they would be growing their discretionary, or nationally distributed, freight. As such their reliance on rail is anticipated to increase from approximately 70% to more than 80% of the freight coming into the Port. Using simple ratios, the resulting impact of a 60% increase in TEUs will only however result in approximately a 6% increase in truck traffic as shown in Table 5.

Table 5: Translation of Port TEU Growth to Truck Trips

	Current	Port Goal
TEUs	2,200,000	3,500,000
Containers	1,200,000	1,909,091
Percentage of Containers Distributed via Rail	70%	80%
Non-Rail Containers (Generating Truck Trips)	360,000	381,818
Terminal 46 (approx. 25% of current TEUs)	300,000	477,273
Percentage of Containers Distributed via Rail	70%	80%
Non-Rail Containers (Generating Truck Trips)	90,000	95,455

T-2: If the proposed Arena can adequately demonstrate its collaborative approach to trip impacts on major dual event days, the Port's concerns may be reasonably addressed.

Transportation Issue 3: Congestion's impact the Port's future growth

While the transportation projects currently underway are meant to improve the local traffic congestion and Port and rail access issues, concerns have been stated about congestion from an arena being a limiting factor for future growth of the Port.

As discussed in Issues T1 and T-2 efforts are underway to help address and manage the local congestion and access issues. And based on both the West Coast Corridor Coalition and WSDOT's Freight Mobility office, the next biggest issues constraining the Port's growth are related to rail capacity with needs like crowning Stampede Pass at a cost of \$1.5-\$2 billion.

T-3: While an arena in the area of the Port will not be without transportation impacts (especially should Seattle's professional sports teams concurrently make the playoffs) there are more significant infrastructure issues that already exist today such as rail and Interstate capacity that constrain the Port's future growth.

Transportation Issue 4: I-5/I-90 interchange impacts

It has been theorized that existing stadiums create additional congestion at this already congested interchange. If true, does that mean the addition of trips associated with the proposed arena create sufficient regional impact to be of concern, or is it just something of which to be aware? APERP members are looking into this issue.

T-4: Washington State Department of Transportation (WSDOT) historic traffic data is being reviewed to identify whether a correlation exists between game days and non-recurrent traffic congestion.

Transportation Management Issue 1: Pedestrian Access

Both parking access and transit access identified in the Study appear to be dependent upon pedestrian connectivity. In the north end of the study area, distances and railroad crossings appear to create pedestrian challenges. In the south end of the study area, the pedestrian environment is poor making it difficult for people to walk through the area. As such, it is reasonable to assume that the City will require mitigation of pedestrian connectivity to, from and around the proposed arena site.

TM-1: It is unclear as to whether ArenaCo has considered specific pedestrian mitigation projects or factored such projects into their cost estimations.

Transportation Management Issue 1: Traveler Information

The Study identifies the idea that supplemental traveler information will assist in changing the behavior of drivers through real-time knowledge. Experience has shown that, on an on-going basis and for short-term events, travelers in the Seattle area, and throughout the country, rely on and change their travel behaviors based on real time information. As a result, the Federal Highway Administration and Federal Transit Administration, WSDOT, Puget Sound Regional Council, the Port, the County and the City all have identified a need for and invested in real-time information systems to support the mobility of people goods and services. To date, significant state, regional and local data system infrastructure exists for both commercial drivers and the general public. Some of these existing systems include:

- Traffic and transit flow maps for both web and phone applications;
- Variable traffic sign for recommended off-ramp signage;
- Text and email trip information;
- Transit and carpool trip planning;
- Available parking; and
- Variable truck routing signage.

Based on staff's experience in developing and implementing real-time systems, the available technologies and information technology systems also mean that specialized "mash-ups" of the resources for unique Game Day Apps will be relatively low cost – high benefit investments for more than just the ArenaCo investors.

TM-2: Investments in real-time information systems/resources for both trucks and event attendees have proven effects and should be further explored for their specific application to the proposed arena and its traffic impacts.

Transportation Management Issue 3: Existing two-way event coordination agreements would need to be renegotiated with a third major venue

Concerns have been expressed that existing agreements related to Safeco Field and the CenturyLink Field and Events Center would not be sufficient to incorporate an Arena in the Stadium district.

Safeco Field and CenturyLink Field and Events Center are required to submit annual Transportation Management Plans that address parking and access issues. To work successfully, these plans require that the two stadiums execute an agreement on Event Scheduling Principles.

These plans also discuss participation in a Parking and Access Review Committee (PARC), structured by the City via a 1997 memorandum. The PARC is designed as an ongoing forum for issue discussion between the community and the stadiums.

TM-3: To successfully manage access to and from the district, the two stadiums and the arena would need to negotiate cooperative agreements on access and dual events. The City would also need to review membership in the Parking and Access Review Committee and its functionality with a third events facility.

REASONABLENESS

The Study appears to be a reasonable approach to identifying transportation access and parking issues for an event location in an area being built out to support events with more than three times the capacity of the proposed arena. The Study, however, should not replace the need for a rigorous traffic analysis as part of a formal development application or on-going transportation coordination, planning or management.

INVITED

- Nathan Torgelson and Bob Chandler, Seattle Department of Transportation
- John Perlic, PE, Parametrix

ATTACHMENTS:

1. City of Seattle Arena Transportation Study Presentation